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DWANE WALLACE ABRUPTLY RESIGNS FROM CESSNA BOARD

Dwane L. Wallace abruptly resigned last week as a member of Cessna Aircraft's board of directors, citing a "divergence of personal management philosophies." Wallace, 71, was president and chairman of the company from 1936 to 1964 and board chairman and chief executive officer until 1975 when he turned over those responsibilities to the current chairman and president, Russ Meyer.

Cessna would not elaborate on Wallace's reasons for leaving and Wallace was unavailable for further comment. Cessna did say that Wallace will continue to serve as a senior consultant to the company under terms of a 10-year contract he signed in 1975.

Announcement of Wallace's resignation from the board surprised most observers and apparently signals a very sharp difference of opinion between Wallace and his chosen successor. Wallace could have cited age or some other factor as the reason for a resignation, but he made a point of citing differing management philosophies.

Meyer has made a number of changes in the way the company is operated in recent years and many of the company's senior management officials—who had worked for Wallace for many years—have been replaced or have opted for an early retirement program instituted last year *(BA, Aug. 30/68)*.

Wallace, who competed in air races in the 1930s to help meet the company payroll, has been a leader of the general aviation industry for many years and was the prime mover in the formation of the General Aviation Manufacturers Association in 1970. He is the nephew of Cessna founder and aviation pioneer Clyde Cessna and guided the company from bankruptcy in 1934 to becoming the world's largest manufacturer of general aviation aircraft.

General aviation observers see Wallace's resignation as the end of an era in the industry. "He built an aircraft industry; he had the ability to put a team of people together and build a number-one company," said Gifford Booth, former Cessna director of marketing and communications. "He is a brilliant engineer and a damn good businessman" in addition to "one of (the country's) leading industrialists," Booth said.

Ed Stimpson, president of GAMA, added that Wallace was "highly important to the founding of the association" and that his achievements are "unparalled." Wallace is "a man of great vision who contributed mightily to the GA industry and Cessna."

STOCKMAN SUGGESTS INCREASED FEE STRUCTURE AT WASHINGTON NATIONAL

David Stockman, director of the Office of Management and Budget, has written DOT Secretary Drew Lewis suggesting adoption of a market pricing strategy for landing slots at Washington's National Airport. Stockman noted in the letter, which was sent to Lewis last month, that "the existing 10-year contracts establishing the fees paid by carriers using National and Dulles expire on Dec. 31, 1984 . . . The right to land at National Airport is a scarce resource, The fee structure and slot allocation mechanism currently in effect do not clearly take into account this scarcity. It is my belief that, similarly to private enterprises, fees at National should be set at a price determined by the market, and this can be accomplished in conjunction with the goals of reducing noise and airport congestion." Stockman also noted problems by the Airline Scheduling Committee in allocating available slots at DCA, adding that, "it is my belief that using price to allocate slots would make much more sense than the administrative procedures that have been used in the past."

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — DECEMBER UNIT SHIPMENTS

		Dec. 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	1	19	4
BE-A24R	Sierra	4	28	6
BE-F33A	Bonanza	1	24	5
BE-V35B	Bonanza	1	13	1
BE-A36	Bonanza	7	69	13
BE-A36TC	Bonanza	5	59	9
BE-77	Skipper	2	11	2
• Multi-Engine				
BE-B55	Baron	0	13	0
BE-E55	Baron	0	5	3
BE-58	Baron	4	35	10
BE-58P	Baron	6	31	13
BE-58TC	Baron	0	4	0
BE-B60	Duke	1	5	1
BE-76	Duchess	1	16	1
BE-C90	King Air	3	37	8
BE-F90	King Air	4	27	5
BE-C99	Commuter	0	19	1
BE-B100	King Air	1	7	1
BE-200	Super King Air	8	99	18
BE-200	Super King Air C	0	6	0
BE-200T	King Air	0	9	0
TOTAL		49	526	101
Manufacturers net billing - $24,016,259				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	2	20	4
HS-125-700	Model B	1	8	3
TOTAL		3	28	7
BRITTEN-NORMAN (Bembridge) LTD				
• Multi-Engine				
BN-2	Islander	4	12	5
BN-2T	Islander	0	2	1
Mark III	Trislander	0	4	0
TOTAL		4	18	6
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		19	249	43
CE-A152	Aerobat	0	16	2
CE-172RG	Cutlass	4	107	18
CE-R172	Hawk XP	0	3	0
CE-172	Skyhawk	18	327	45
CE-180	Skywagon	0	1	0
CE-182	Skylane	11	157	30
CE-122	Turbo Skylane	2	39	3
CE-182RG	Skylane RG	3	65	7
CE-182RG	Turbo Skylane RG	3	25	7
CE-185	Skywagon	4	65	8
CE-188	AgHusky	2	37	5
CE-188	AgTruck	1	32	5
CE-U206	Stationair 6	5	111	13
CE-TU206	Turbo Stationair 6	2	77	15
CE-208	Stationair 8	1	23	3
CE-TU208	Turbo Stationair 8	0	10	0
CE-210	Centurion	4	63	8
CE-T210	Turbo Centurion	9	110	16
CE-P210	Pressurized Centurion	3	43	6
• Multi-Engine				
CE-303	Crusader	9	131	18
CE-310		0	1	0
CE-T310		0	0	0
CE-335		0	2	0
CE-340		0	26	4
CE-402		3	27	4
CE-404	Titan	2	24	2
CE-414	Chancellor	3	28	5
CE-421	Golden Eagle	2	21	5
CE-425	Conquest I	6	38	13
CE-441	Conquest II	3	39	7
CE-500	Citation I	4	27	9
CE-550	Citation II	12	97	22
CE-650	Citation III	0	0	0
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	47	6
CE-F152	Aerobat	0	5	1
CE-F172	Skyhawk	0	62	7
CE-FR172	Hawk XP	0	5	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		135	2,140	337
Manufacturers net billing - $57,389,641				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	10	2
AD-My.20	Falcon	1	7	1
AD-My.50	Falcon	5	49	18
TOTAL		7	66	21
EMBRAER				
• Single-Engine				
EMB-200		0	17	0
EMB-201	Ipanema	1	10	4
EMB-710	Carioca (PA-28-235 Dakota)	0	9	0
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	0
EMB-712	Tupi (PA-28-181 Archer II)	0	9	0
EMB-720	Minuano (PA-32-310 Saratoga)	0	10	1
EMB-721	Sertanejo(PA-32R-301 Saratoga)	2	14	2
• Multi-Engine				
EMB-110		2	34	7
EMB-121	Xingu	1	10	3
EMB-810	Seneca II	7	43	16
EMB-820	Chieftain	0	1	0
TOTAL		13	181	33
ENSTROM				
• Helicopter				
F28F		*	*	*
F28C-II		*	*	*
280C		*	*	*
280F		*	*	*
TOTAL		*	*	*
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro II		2	2	2
Metro III		10	28	12
Merlin III-C		0	4	0
Merlin IV-C		1	15	5
TOTAL		13	49	19
GATES-LEARJET				
• Multi-Engine				
LR-25D		3	7	3
LR-35A		5	39	9
LR-55		7	53	16
TOTAL		15	99	28
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	6	1
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	6	36	14
AE-900	Commander 900	*	11	2
AE-840	Turbo Commander	*	7	0
AE-980		*	1	0
AC-1000		*	27	6
TOTAL		6	88	23
Manufacturers net billing - $69,334,000				
(Exports: 1 G-III to Abudabi)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	18	*
TOTAL		*	18	*
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	*	20	5
TOTAL		*	20	5
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	2	2
M-5-200		0	1	1
M-5-235C	Lunar Rocket	0	5	1
M-6-235		0	31	5
TOTAL		0	39	9
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	0
Marquise		7	17	9
Diamond		9	22	13
TOTAL		16	43	22
(Exports: 1 Marquise to Dominican Republic)				